

CALL LOANS MADE WALL STREET DULL

Nobody Seemed Disposed to Buy
or Sell Stock on
the Exchange.

THE LIST LOOKED STRONG

The Low Price Stocks Kept the Market Steady and There Was Not a Panicky Feeling Though It Was Thought There Might Be—What the Closing Prices Were.

(By Associated Press.)
NEW YORK, Dec. 3.—The only effect perceptible from the stiff prevailing rate for call loans today was a small volume of dealing in the market. There was no apparent inclination to sell stock and the small buying was therefore effective in advancing prices. The market had an appearance of decided strength throughout in spite of dullness.

The notable prices were in the class of low priced stocks, both in the railroad and industrial lists. Price advances in these came in relays and the constant rotation of the demand kept up the appearance of strength in the market though the larger portion of the list was practically suspended and motionless.

Amalgamated Copper	114 1/2	3
American Car and Foundry	45	
American Car and Foundry pfd.	101 1/2	1
American Cotton Oil	32 1/2	2
American Cotton Oil pfd.	0	
American Express	240	
American Hide & Leather pfd.	31 1/4	1
American Ice	83	
American Linsed Oil	108	
American Linsed Oil pfd.	37	
American Locomotive	75 3/4	3
American Locomotive pfd.	111	
American Smelting & Refg.	154 1/8	1
American Smelt. & Refg. pfd.	115	
American Sugar Refining	133 7/8	7
American Tobacco, pfd. certifi.	98 1/2	1
Anaconda Mining Co.	287	
Atchafalpa	105 1/4	1
Atchafalpa pfd.	101 3/4	3
Atlantic Coast Line	137	
Baltimore & Ohio	119 3/8	3
Baltimore & Ohio pfd.	92 1/2	1
Brooklyn Rapid Transit	90 1/2	1
Canadian Pacific	185 7/8	8
Central of New Jersey	225	
Chesapeake & Ohio	59 3/4	3
Chicago Great Western	18	
Chicago & Northwestern	206	
Chicago, Mil. & St. Paul	183 3/8	3
Chicago Terminal & Trans.	9	
C. C. & St. Louis	92 3/4	3
Colorado Fuel & Iron	55 5/8	8
Colorado & Southern	38 1/4	1
Col. & South. 1st. Pfd.	69	
Col. & South. 2nd. Pfd.	58	
Consolidated Gas	137 1/4	1
Corn Products	22 7/8	8
Corn Products, Pfd.	81	
Delaware & Hudson	228	
Dela. Lackawanna & West.	548	
Denver & Rio Grande	42 5/8	8
Denver & Rio Grande, Pfd.	84 1/2	1
Distillers' Securities	71 1/4	1
Erie	45 3/8	8
Erie 1st Pfd.	76 1/8	1
Erie 2nd Pfd.	67	
General Electric	177 1/2	1
Illinois Central	175	
International Paper	186 1/2	1
International Paper, Pfd.	81 1/2	1
International Pump	41	
International Pump, Pfd.	81	
Iowa Central	30 1/2	1
Iowa Central Pfd.	52 1/4	1
Kansas City Southern	30 1/2	1
Kansas City Southern Pfd.	61 3/4	1
Louisville & Nashville	147	
Mexican Central	25	
Minneapolis & St. Louis	63	
Minn. St. P. & Sault Ste. M.	146	
Minn. St. P. & S. Ste. M. Pfd.	160 1/2	1
Missouri Pacific	95 1/4	1
Missouri, Kansas & Texas	42 3/8	8
Missouri, Kan. & Tex. Pfd.	73 1/2	1
National Lead	76 1/4	1
National R. R. of Mexico Pfd.	59	
New York Central	13 1/4	1
New York Ontario & West.	49 3/4	1

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Norfolk and Western	95 1/4	1
Norfolk & Western, Pfd.	94 1/2	1
Pacific Mail	143 1/2	1
Pennsylvania	139 1/8	1
People's Gas	91 7/8	8
Pittsburg, C. C. & St. Louis	83	
Pressed Steel Car	55 1/4	1
Pressed Steel Car, Pfd.	99 1/2	1
Pullman Palace Car	185	
Reading 1st. Pfd.	148 5/8	8
Republic Steel	91	
Republic Steel, Pfd.	101 1/4	1
Rock Island Co.	32 3/8	8
Rock Island Co., Pfd.	68	
Rubber Goods, Pfd.	105	
St. Louis & S. F. 2d pfd.	49 1/2	1
St. Louis Southwestern	25	
St. Louis Southwestern Pfd.	60	
Southern Pacific	95	
Southern Pacific Pfd.	119 1/4	1
Southern Railway	34 3/4	1
Southern Railway Pfd.	94	
Tennessee Coal & Iron	160	
Texas & Pacific	37 3/4	1
Toledo, St. Louis & West.	33	
Toledo, St. Louis & W. Pfd.	52 1/2	1
Union Pacific	188 1/4	1
Union Pacific, Pfd.	93 1/2	1
United States Express	115	
United States Realty	84	
United States Rubber	52 3/4	1
United States Rubber, Pfd.	107 1/2	1
United States Steel	48 1/4	1
United States Steel pfd.	104 7/8	8
Virginia Carolina Chemical	40 1/4	1
Virginia Carolina Chemical pfd.	109	
Wabash	20 3/8	8
Wabash pfd.	43	
Wells Fargo Express	300	
Westinghouse Electric	150	
Western Union	81	
Wheeling & Lake Erie	16 1/2	1
Wisconsin Central	25 1/2	1
Wisconsin Central pfd.	51 3/8	8
Northern Pacific	222 1/2	1

2 BRICK COURT.

Temple Chambers in Which Oliver Goldsmith Amused Himself.

Few buildings link the London of the present day with so many of the literary characters of the London of the past as does the house at 2 Brick court, Middle Temple. The dominant memory which clings around it is that perpetuated by a handsome tablet on its front elevation bearing the words:

In these chambers died
Oliver Goldsmith
On the 4th of April, 1774.

and a medallion of the poet. Goldsmith's, however, was seldom a lonely figure, and he gathered around him at Brick court all the wit of the metropolis of his day. In 1765, on the strength of the success of "The Good Natured Man" and the fact that he was making some £500 a year, "Goldie" expended £400 on chambers "up two pair right" and fitted them with showy carpets, gilt mirrors and furniture extravagantly upholstered in blue velvet. Thus equipped, he embarked on a course of expenditure in which fine clothes for himself, grand dinners to a literary coterie and pretty trifles for vernal beauties all bore costly parts. Johnson, Dr. Arne, Percy Reynolds, Francis and Bickerstaff were among the frequent visitors at 2 Brick court, but their arrival was not the cause of so much concern to Goldsmith's cotons as that of some other of the poet's guests. It was the little supper parties to Goldsmith's young friends of both sexes that drew from the studious Blackstone, hard at work on his famous "Commentaries" in the rooms below "Goldie's," bitter protests against the racket of his "reveling neighbor."

Both "The Traveller" and "The Vicar of Wakefield" were published soon after Goldsmith moved into Brick court, but the income they brought him was insufficient to withstand the drain made on his resources by his extravagance, his generosity and his taste for gambling. Owing £2,000, unable to obtain further advances from his booksellers and seeing no way out of his embarrassments, Goldsmith broke down in spirits and health. He had to leave those windows from which he used to watch the rooks in the grove, which once stood where now is Elm court, and, as he wrote, "often amused myself with observing their plan of policy." Goldsmith returned thither, nevertheless, to die, and though he was carried to his last resting place through rows of weeping women the benches of the Temple appear to have valued him so little that the very place of his burial became forgotten. For that neglect the tablet came as tardy but welcome reparation.—London Tribune.

BIRTH OF A HYMN.

Story of the Origin of "In the Sweet By and By."

A song of national circulation, "In the Sweet By and By," written by S. Fillmore Bennett of Elkhorn, Wis., had its birth in a country store. Mr. Bennett told the story, which is given in "Wisconsin in Three Centuries," as follows:

It was about time for closing business in the evening when J. P. Webster, whose melodies have made Wisconsin famous, came into the store, feeling somewhat depressed.

I said to Webster, "What is the matter now?"

He replied, "It is no matter; it will be all right by and by."

The idea of the hymn came to me like a flash of sunshine, and I replied:

"The sweet by and by. Why would not that make a good hymn?"

"Maybe it would," he said indifferently.

I then turned to my desk and penned the hymn as fast as I could write. I handed it to Mr. Webster. As he read it his eyes kindled and his whole demeanor changed. Stepping to the desk, he began writing the notes instantly.

In a few moments he requested Mr. Bright to hand him his violin, and he played with little hesitation the beautiful melody from the notes. A few moments later he had jotted down the notes for the different parts and the chorus.

I do not think it was more than thirty minutes from the time I took my pencil to write the words before the hymn and the notes had all been completed and four of us were singing it exactly as it appeared in the Signet Ring a few days later and as it has been sung the world over ever since.

A NAVAL REBUKE.

Two Admirals, a Captain and a Fool in Manila Bay.

When Dewey's fleet was at Manila the late Admiral Chichester was then a captain. On one occasion Admiral Dieckrich, the German, sent out the Irene on an unexplained errand and without the customary notification to the commander of the blockading fleet. Admiral Dewey had suffered, he thought, sufficiently from that sort of thing, and so the admiral sent a vessel across the Irene's bows and notified her captain that she would not be permitted to depart without a statement as to her destination. It was not Admiral Dieckrich's mission to quarrel with both the American and the English fleets on this critical occasion, so he sought to find out Captain Chichester's purpose in case of a collision. Going on board Chichester's ship, he angrily exclaimed, "Did you see what Dewey did to my ship?"

"Yes," replied Chichester.

"What would you have done if it had been an English ship?"

"Well," said Chichester, conveniently assuming that the Irene's captain had sailed without orders from Dieckrich, "I'd have put my captain in arrest, and then I'd have gone on board the Olympia and apologized to Admiral Dewey for having such a fool in command of one of my ships."—Harper's Weekly.

A Poet's Homely Face.

The poet Rogers was afflicted with a notably unpleasant, cadaverous countenance, which, with all his intellectual power, was a mortification to him. To hide his annoyance, he joked about his ugliness incessantly and deceived his friends into supposing him indifferent to it. He once turned to Sydney Smith, who, with Byron and Moore, was dining with him, and said:

"Chantrey wants to perpetuate this miserable face of mine. What pose would you suggest that I should take?"

"If you really wish to spare the world as much as possible," said the wit, "I would, if I were you, be taken at my prayers, my face buried in my hands."

Rogers laughed with the other persons present, but he shot a malignant glance at the jester and, it is said, never fully forgave him for the bonmot.

Facial Horticulture.

"A new milkman left our milk to day," announced Dorothy.

"Did he have whiskers?" asked her mother, thinking perhaps it was the proprietor.

"No," said the four-year-old; "he didn't have whiskers, but he had the roots."—Harper's Weekly.

Why She Couldn't.

"No, I didn't have a very good time," she said. "I wanted to talk, and there wasn't a man there."

"But there were plenty of other girls."

"Oh, of course, but that was no satisfaction, for they all wanted to talk too."

Unfair.

Another unfair thing in life—the bride, with a wealth of hair, wears a veil, but the groom, who has a bald spot and really needs a veil to cover it, is denied the privilege.—Atchison Globe.

The noblest motive is the public good.—Virell.

The Secret of the Maple.

No thoughtful person who has ever visited a maple grove in the early spring while snow banks are yet lingering in sheltered hollows and has seen painful after painful of sweet sap drawn from the angular holes in the shapely trunks can have failed to wonder what forces govern the flow of the sap. When the warm sun touches the treetops the flow increases. A rise of a few degrees in temperature often causes a great increase of flow, if the rise passes the zero point on the centigrade scale—that is, the freezing point of water. But a considerable change of temperature in which the fluctuations do not cross the zero line causes no marked change in the flow of sap. Dr. K. M. Wiegand, discussing these and other related facts in the American Naturalist, reaches the conclusion that neither expansion of gas in the wood nor expansion of water nor expansion of wood itself is the underlying cause of the pressure which produces the flow, but that this pressure arises from the effects of temperature in altering the osmotic permeability of the pith ray cells.

Nothing New Under the Sun.

I remember the surprise with which I heard a cornet solo first recorded and then reproduced by a Scott graphophone, the construction of which, if I am not mistaken, antedated the birth of Edison. The record was made upon a sheet of tin foil wrapped around a brass cylinder which was actuated by means of a weight, a train of wheels and a butterfly regulator. In this connection—to show the antiquity of the germs of another modern invention—one day when looking through the files of the Journal des Savans I came across the account of a machine which was presented to the Academy of Sciences of Paris somewhere around the early years of the eighteenth century. This machine was nothing else but a typewriter; the description was very summary, but I remember that it had individual type bars, the keys of which were made of ivory. It was the work of M. Leroy of Versailles, who was styled Horlogeur du Roy, the reigning king being Louis XIV.—Alfred Sang in Engineering Magazine.

Widows.

Widows exist in all countries, thus counterbalancing the matrimonial decadence which might otherwise result from timid men. Widows are clinging by temperament and attach themselves readily to any object that can't help itself. It is generally considered unlucky to meet a widow on a dark plaza by the light of the moon. In many countries to be blessed by a widow means endless trouble. Widows are frequently accompanied by children, whose number is constantly liable to increase. They roam at large over the principal sections, and no man is safe when they are near. All the perfect men now dead have married widows, thus forming a continuous contrast to the miserable specimens who still live. It has been said "Beware of widows," but this is unnecessary, for no man can really help himself.—Life.

Flexible Stone.

The stone looked like a piece of dark gray granite. It was a foot long and several inches thick. Lifted, it bent this way and that, like rubber. "It is lacumite or flexible sandstone," said the owner. "It is found in California, Georgia and several other states. Besides bending, it will stretch. Look at it closely and you will see that it is formed of a number of small pieces of stone of various tints all dovetailed together loosely, so as to allow of a slight movement. This movement is what causes the stone to bend. See how it bends! Like rubber precisely, eh? But if I bend it too far it will break."

His Specialties.

Captain Spencer of the Church army once asked a convict what he did for a living when he left prison. "Well, in spring I does a bit o' pea picking and in summer I does a bit o' fruit picking and in the autumn I does a bit o' 'op picking." "Yes," said the captain, "and what do you do in the winter?" "Well, mister, I may as well be honest with yer. In the winter I does a bit o' pocket picking!" Captain Spencer next asked, "And what happens then?" The convict replied, "Why, I comes 'ero and does a bit o' oakum picking!"—London News.

Homestick Spencer.

When Herbert Spencer was a boy his father sent him away from home to school. The youngster became homestick and, with 2 shillings in his pocket, made his way home, over 120 miles, in three days, walking most of the way. He did forty-eight miles the first day and forty-seven on the second. On the third day a friendly coach driver took him most of the way for nothing.

Mistook His Destination.

An editor of a western exchange recently began worrying about how he would get his shirt on over his wings after reaching paradise. An envious contemporary sarcastically observed that his difficulty would likely be in finding out how he could get his hat on over his horns.—Gayman (Kau), Herald.

Relief at Last.

Housekeeper—I hear your brother, who died in California, left you \$1,000, Dinah. That will be a great help to you. Washlady—Deedy it will, missis! Ah's been needin' a planner an' a phlograft an' a oil paintin' ob mahself in a gilt frame fo' yehs, an' now, bress de good Lord, Ah kin hab 'em!—Puck.

Every man will find his own private affairs more difficult to manage and control than any public affairs in which he may be engaged.—Lord Melbourne.



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Leave Old Point Comfort	7:00 p.m.
Arrive in Washington	7:00 a.m.
Arrive in Philadelphia, Penn. R. R.	*10:50 a.m.
Arrive in Philadelphia, B. & O. R. R.	*11:10 a.m.
Arrive in New York, Penn. R. R.	*1:10 a.m.
Arrive in New York, B. & O. R. R.	*2:00 p.m.
SOUTHBOUND.	
Lv. New York, Penn. R. R.	*12:00 p.m.
Lv. New York, B. & O. R. R.	*1:00 p.m.
Lv. Philadelphia, Penn. R. R.	2:55 p.m.
Lv. Phila. B. & O. R. R.	2:08 p.m.
Ar. Washington, Penn. R. R.	6:10 p.m.
Ar. Wash. B. & O. R. R.	*5:00 p.m.
Lv. Washington	*6:30 p.m.
Ar. Old Point Comfort	*7:00 a.m.
Ar. Norfolk	*8:00 a.m.
Ar. Portsmouth	*8:30 a.m.
*Daily. *Daily except Sunday.	

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Norfolk and Newport News Express

Leave Shipyard
Newport News
for Pine Beach
and Norfolk.

*6:30 a. m.	7:30 a. m.
7:15 a. m.	8:00 a. m.
8:45 a. m.	10:30 a. m.
10:15 a. m.	12:00 m.
11:45 a. m.	1:30 p. m.
1:15 p. m.	2:00 p. m.
2:45 p. m.	4:30 p. m.
4:15 p. m.	6:00 p. m.
5:45 p. m.	7:30 p. m.
7:15 p. m.	9:00 p. m.
8:45 p. m.	